



*City of Columbia Heights*

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# **ADA Transition Plan**

## **City Right-of-Way**

**JUNE, 2018**

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*ENGINEERING DEPARTMENT*

*637 38th Avenue NE, Columbia Heights, MN 55421*

*763-706-3700*

# Introduction

## Transition Plan Need and Purpose

The Americans with Disabilities Act (ADA), enacted on July 26, 1990, is a civil rights law prohibiting discrimination against individuals on the basis of disability. ADA consists of five titles outlining protections in the following areas:

1. Employment
2. State and local government services
3. Public accommodations
4. Telecommunications
5. Miscellaneous Provisions

Title II of ADA pertains to the programs, activities and services public entities provide. As a provider of public transportation services and programs, the City of Columbia Heights must comply with this section of the Act as it specifically applies to public service agencies. Title II of ADA provides that, "...no qualified individual with a disability shall, by reason of such disability, be excluded from participation in or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any such entity." ([42 USC. Sec. 12132](#); [28 CFR. Sec. 35.130](#))

As required by Title II of [ADA, 28 CFR. Part 35 Sec. 35.105 and Sec. 35.150](#), the City of Columbia Heights has conducted a self-evaluation of its facilities within public rights of way and has developed this Transition Plan detailing how the organization will ensure that all of those facilities are accessible to all individuals. This document serves as a supplement to the City's existing Transition Plan covering buildings, services, programs and activities.

## ADA and its Relationship to Other Laws

Title II of ADA is companion legislation to two previous federal statutes and regulations: the [Architectural Barriers Acts of 1968](#) and [Section 504 of the Rehabilitation Act](#) of 1973.

The Architectural Barriers Act of 1968 is a Federal law that requires facilities designed, built, altered or leased with Federal funds to be accessible. The Architectural Barriers Act marks one of the first efforts to ensure access to the built environment.

Section 504 of the Rehabilitation Act of 1973 is a Federal law that protects qualified individuals from discrimination based on their disability. The nondiscrimination requirements of the law apply to employers and organizations that receive financial assistance from any Federal department or agency. Title II of ADA extended this coverage to all state and local government entities, regardless of whether they receive federal funding or not.

## Agency Requirements

Under Title II, the City of Columbia Heights must meet these general requirements:

- Must operate their programs so that, when viewed in their entirety, the programs are accessible to and useable by individuals with disabilities ([28 C.F.R. Sec. 35.150](#)).
- May not refuse to allow a person with a disability to participate in a service, program or activity simply because the person has a disability ([28 C.F.R. Sec. 35.130 \(a\)](#)).
- Must make reasonable modifications in policies, practices and procedures that deny equal access to individuals with disabilities unless a fundamental alteration in the program would result ([28 C.F.R. Sec. 35.130\(b\) \(7\)](#)).
- May not provide services or benefits to individuals with disabilities through programs that are separate or different unless the separate or different measures are necessary to ensure that benefits and services are equally effective ([28 C.F.R. Sec. 35.130\(b\)\(iv\) & \(d\)](#)).
- Must take appropriate steps to ensure that communications with applicants, participants and members of the public with disabilities are as effective as communications with others ([29 C.F.R. Sec. 35.160\(a\)](#)).
- Must designate at least one responsible employee to coordinate ADA compliance [[28 CFR Sec. 35.107\(a\)](#)]. This person is often referred to as the "ADA Coordinator." The public entity must provide the ADA coordinator's name, office address, and telephone number to all interested individuals [[28 CFR Sec. 35.107\(a\)](#)].
- Must provide notice of ADA requirements. All public entities, regardless of size, must provide information about the rights and protections of Title II to applicants, participants, beneficiaries, employees, and other interested persons [[28 CFR Sec. 35.106](#)]. The notice must include the identification of the employee serving as the ADA coordinator and must provide this information on an ongoing basis [[28 CFR Sec. 104.8\(a\)](#)].
- Must establish a grievance procedure. Public entities must adopt and publish grievance procedures providing for prompt and equitable resolution of complaints [[28 CFR Sec. 35.107\(b\)](#)]. This requirement provides for a timely resolution of all problems or conflicts related to ADA compliance before they escalate to litigation and/or the federal complaint process.

**This document has been created to specifically cover accessibility within the public rights of way and does not include information on the City of Columbia Heights' programs, practices, or building facilities not related to public rights of way.**

# Self-Evaluation

## Overview

The City of Columbia Heights is required, under Title II of the Americans with Disabilities Act (ADA) and 28CFR35.105, to perform a self-evaluation of its current transportation infrastructure policies, practices, and programs. This self-evaluation will identify what policies and practices impact accessibility and examine how the City implements these policies. The goal of the self-evaluation is to verify that, in implementing the City's policies and practices, the department is providing accessibility and not adversely affecting the full participation of individuals with disabilities.

The self-evaluation also examines the condition of the City's Pedestrian Circulation Route/Pedestrian Access Route) (PCR/PAR) and identifies potential need for PCR/PAR infrastructure improvements. This will include the sidewalks, curb ramps, bicycle/pedestrian trails, traffic control signals and transit facilities that are located within the City rights of way. Any barriers to accessibility identified in the self-evaluation and the remedy to the identified barrier are set out in this transition plan.

## Summary

In 2013 and subsequent years, the City of Columbia Heights conducted an inventory of pedestrian facilities within the City's public right of way consisting of the evaluation of the following facilities (excluding MnDOT and County right-of-way):

- 34 miles of sidewalks
- 3.5 miles of trails
- 411 curb ramps
- 2 traffic control signals
- 41 bus stops (designated by MTC)
- 6 bus stops with adjacent sidewalk
- 2 bus shelters (owned and maintained by MTC)

A detailed evaluation on how these facilities relate to ADA standards is found in Appendix A and will be updated periodically.

## **Policies and Practices**

### **Previous Practices**

Since the adoption of the ADA, the City of Columbia Heights has striven to provide accessible pedestrian features as part of the City's capital improvement projects. As additional information was made available as to the methods of providing accessible pedestrian features, the City updated their procedures to accommodate these methods. Initially, during the 1990's curb ramps were constructed at each intersection with sidewalk. As streets are rehabilitated with either an overlay, partial or full reconstruction, the pedestrian ramps are reconstructed to meet MnDOT standards current at the time of rehabilitation.

### **Policy**

The City of Columbia Heights' goal is to continue to provide accessible pedestrian design features as part of the City capital improvement projects. The City has established ADA design standards and procedures as listed in Appendix F. These standards and procedures will be kept up to date with nationwide and local best management practices.

The City will consider and respond to all accessibility improvement requests. All accessibility improvements that have been deemed reasonable will be scheduled consistent with transportation priorities. The City will coordinate with MnDOT, Anoka County, and adjoining cities and counties to ensure that all new or altered pedestrian facilities within the City jurisdiction are ADA compliant to the maximum extent feasible.

Maintenance of pedestrian facilities within the public right of way will continue to follow the policies set forth by the City in accordance with Sidewalk Inspection and Maintenance Policy.

Requests for accessibility improvements within the public right of way can be submitted to the Public Right of Way ADA Implementation Coordinator (City of Columbia Heights' Assistant City Engineer). Contact information is located in Appendix E.

## **Improvement Schedule**

### **Priority Areas**

The City of Columbia Heights has identified specific locations as priority areas for planned accessibility improvement projects. These areas have been selected due to their proximity to specific land uses such as schools, government offices and medical facilities, as well as from the receipt of public comments. The priority areas as identified in the June 2018 self-evaluation are as follows:

- AREA 1: Identified safe routes to school
- AREA 2: New sidewalk improvements ordered/under consideration by City Council
- AREA 3: Sidewalk improvements requested by patrons, based on review by Staff

Additional priority will be given to any location where an improvement project or alteration was constructed after January 26, 1991, and accessibility features were omitted.

## External Agency Coordination

Many other agencies are responsible for pedestrian facilities within the jurisdiction of Columbia Heights. The City will coordinate with those agencies to track and assist in the facilitation of the elimination of accessibility barriers along their routes.

## Schedule

The City of Columbia Heights has set the following schedule goals for improving the accessibility of its pedestrian facilities within the City jurisdiction:

Columbia Heights has divided the City into 8 Maintenance Zones. Work is done in each zone in a rotating fashion, with each pavement rehabilitated once in approximately every 24 years.

The City anticipates after 24 years, 90% of pedestrian ramps within the jurisdiction of Columbia Heights would be ADA compliant with 2017 MnDOT standards.

Sidewalks and trails within City right-of-way are reviewed for hazardous walk every 8 to 10 years, corresponding with both street rehabilitation and seal coat projects. Vertical displacements of 1" or more are corrected on this 8 to 10 year cycle. In accordance with ADA requirements, the Policy will be revised to correct vertical displacements of more than  $\frac{3}{4}$ ". In addition, passing areas will be added to sidewalk less than 5' in width. Providing 2% or less cross slope on sidewalks and trails will only be done when the walks and trails have deteriorated to a point of needing full replacement.

## ADA Coordinator

In accordance with 28 CFR 35.107(a), the City of Columbia Heights has identified an ADA Title II Coordinator to oversee the City policies and procedures. Contact information for this individual is located in Appendix E.

## Implementation Schedule

### Methodology

The City of Columbia Heights will utilize two methods for upgrading pedestrian facilities to the current ADA standards. The first and most comprehensive of the two methods are the scheduled street and utility improvement projects. All pedestrian facilities impacted by these projects will be upgraded to current ADA accessibility standards. The second method is the stand alone sidewalk and ADA accessibility improvement project. These projects will be incorporated into the Capital Improvement Program (CIP) on a case by case basis as determined by City of Columbia Heights staff.

## **Public Outreach**

The City of Columbia Heights recognizes that public participation is an important component in the development of this document. Input from the community has been gathered and used to help define priority areas for improvements within the jurisdiction of the City of Columbia Heights.

Public outreach for the creation of this document consisted of the following activities:

Attendance at the annual community picnic in 2017 with map display.

Open houses and other outreach conducted for the recent comprehensive plan update.

This document was also available for public comment. A summary of comments received and detailed information regarding the public outreach activities are located in Appendix C.

## **Grievance Procedure**

Under the Americans with Disabilities Act, each agency is required to publish its responsibilities in regards to the ADA. A draft of this public notice is provided in Appendix D. If users of the City of Columbia Heights facilities and services believe the City has not provided reasonable accommodation, they have the right to file a grievance.

In accordance with 28 CFR 35.107(b), the City has developed a grievance procedure for the purpose of the prompt and equitable resolution of citizens' complaints, concerns, comments, and other grievances. This grievance procedure is outlined in Appendix D.

## **Monitor the Progress**

This document will continue to be updated as conditions within the City evolve.

The appendices in this document will be updated periodically, while the main body of the document will be updated in 5 years with a future update schedule to be developed at that

time. With each main body update, a public comment period will be established to continue the public outreach.



## **Appendices**

**A. Self-Evaluation Results**

**B. Schedule / Budget Information**

**C. Public Outreach**

**D. Grievance Procedure**

**E. Contact Information**

**F. City of Columbia Heights ADA Design Standards and Procedures**

**G. Glossary of Terms**

## Appendix A – Self-Evaluation Results

This initial self-evaluation of pedestrian facilities yielded the following results:

Refer to sheet A-1 for City of Columbia Heights map displaying street right-of-way jurisdiction.

### Pedestrian curb ramps

There are 411 pedestrian curb ramps on City right-of-way.

- 15% of curb ramps met accessibility criteria
- 0% intersections did not have any curb ramps

These survey results are shown on sheets A2-A6, attached.

### Sidewalks and Trails

There are 37.5 miles of sidewalks and trails on City right-of-way.

The original construction of the majority of sidewalks was more than 30 years old. With the updated criteria on vertical displacement, and minimum width requirement of 5', only newer sidewalks and trails meet ADA criteria.

- 10% of sidewalks and trails met accessibility criteria

A comprehensive survey of older City sidewalks was not done.

### Traffic Control Signals

The City shares the ownership of one traffic signal with the City of St. Anthony (Stinson Boulevard) and one with the City of Minneapolis (37<sup>th</sup> Avenue). The traffic signal with City of St. Anthony was recently updated. The signal on 37<sup>th</sup> Avenue will be updated when 37<sup>th</sup> Avenue is reconstructed.

- 50% of traffic control signals had APS

### Bus Stops

There are 41 bus stops and 2 bus shelters on City right-of-way. Accessibility at bus stops is directly related to pedestrian curb ramp and sidewalk compliance.

- 50% of bus stops with sidewalk met accessibility criteria
- 50% of bus stops with shelters met accessibility criteria

The survey results are shown on sheet A-7, attached.

## Appendix B – Schedule / Budget Information

### Cost Information

#### Unit Prices

Construction costs for upgrading facilities can vary depending on each individual improvement and conditions of each site. Costs can also vary on the type and size of project the improvements are associated with. Listed below are representative 2017 costs for some typical accessibility improvements based on if the improvements are included as part of a retrofit type project, or as part of a larger comprehensive capital improvement project.

Intersection corner ADA improvement retrofit: +/- \$5,250 per corner

Intersection corner ADA improvement as part of adjacent capital project: +/- \$2,250 per corner

Traffic control signal APS upgrade retrofit: +/- \$20,000

Traffic control signal APS upgrade as part of full traffic control signal installation: +/- \$12,500

Sidewalk / Trail ADA improvement retrofit: +/- \$12.50 per SF

Sidewalk / Trail ADA improvement as part of adjacent capital project: +/- \$7.50 per SF

Bus Stop ADA improvement retrofit: +/- \$525 per stop

Bus Stop ADA improvement as part of adjacent capital project: +/- \$325 per stop

#### Priority Areas

Based on the results of the self-evaluation, the estimate costs associated with eliminating accessibility barriers within the targeted priority areas is as follows:

- AREA 1: Identified safe routes to school  
TBD, Currently under study
- AREA 2: New sidewalk improvements ordered/under consideration by City Council  
\$575,000
- AREA 3: Sidewalk improvements requested by patrons, based on review by Staff  
TBD, None currently

Based on the results of the self-evaluation, the estimate costs associated with providing ADA accessibility within the entire jurisdiction is \$800,000 for pedestrian ramps and \$6,690,000 for trails and sidewalks. This amount signifies a significant investment that City of Columbia Heights is committed to making in the upcoming years. A systematic approach to providing accessibility

will be taken in order to absorb the cost into the City's for improvements to the public right of way.

## Appendix C – Public Outreach

The City of Columbia Heights recognizes that public participation is an important component in the development of this document. Input from the community has been gathered and used to help define priority areas for improvements within the jurisdiction of the City of Columbia Heights.

Public outreach for the creation of this document consisted of the following activities:

- Transition plan was available for public comment after discussion at a City Council meeting.
- Attendance at the annual community picnic in 2017 with map display.
- Open houses and other outreach conducted in 2017 for the recent comprehensive plan update.

The specific areas addressed by residents were the need for additional sidewalks in the vicinity of the schools to promote safety for children walking to school. This concern is being addressed in a study underway by Bolton and Menk. Comments included:

- Need more sidewalks by school on 49<sup>th</sup>, both sides all the way from Central to Stinson
- More sidewalks for pedestrians, 44<sup>th</sup> is too busy for safety of kids walking to school
- Safe walking/Bike paths to schools in general

Other general comments were:

- Not enough sidewalks
- Not safe for pedestrians
- Lack of walkability
- Need better shoveling on sidewalks at bus stops.  
It is hard for wheel chairs and disabilities.

## Appendix D – Grievance Procedure

Those wishing to file a formal written grievance with the City of Columbia Heights may do so by one of the following methods:

### Telephone

Contact the pertinent City staff person listed in the **Contact Information** section of Appendix E to submit an oral grievance. The staff person will complete the form to submit the grievance on behalf of the person filing the grievance.

### Paper Submittal

Contact the pertinent City staff person listed in the **Contact Information** section of Appendix E to request a paper copy of the city’s grievance form, complete the form, and submit it to the pertinent person.

The ADA Grievance Form will ask for the following information:

The **name, address, telephone number, and email address** for the person filing the grievance

The **name, address, telephone number, and email address** for the person alleging an ADA violation (if different than the person filing the grievance)

A **description and location of the alleged violation and the nature of a remedy sought**, if known by the complainant.

If the complainant has filed the same complaint or grievance with the United States Department of Justice (DOJ), another federal or state civil rights agency, a court, or others, the **name of the agency or court where the complainant filed it and the filing date**.

The City will acknowledge receipt of the grievance to the complainant within 10 working days of its submittal. The City will also provide to the complainant within 10 working days of its submittal; 1) a response or resolution to the grievance or; 2) information on when the complainant can expect a response or resolution to the grievance.

If the grievance filed does not concern a City of Columbia Heights facility, the City will work with the complainant to contact the agency that has jurisdiction.

3. Within 60 calendar days of receipt, a City of Columbia Heights staff person will conduct an investigation necessary to determine the validity of the alleged violation. As a part of the investigation, the staff person would conduct an engineering study to help determine the City’s response. The staff person will take advantage of department resources and use engineering judgment, data collected, and any information submitted by the resident to develop a

conclusion. A staff person will be available to meet with the complainant to discuss the matter as a part of the investigation and resolution of the matter. The City will document each resolution of a filed grievance and retain such documentation in the department's ADA Grievance File for a period of seven years.

The City will consider all specific grievances within its particular context or setting. Furthermore, the City will consider many varying circumstances including: 1) the nature of the access to services, programs, or facilities at issue; 2) the specific nature of the disability; 3) the essential eligibility requirements for participation; 4) the health and safety of others; and 5) the degree to which an accommodation would constitute a fundamental alteration to the program, service, or facility, or cause an undue hardship to the City of Columbia Heights.

Accordingly, the resolution by the City of Columbia Heights of any one grievance does not constitute a precedent upon which the county is bound or upon which other complaining parties may rely.

#### File Maintenance

The City shall maintain ADA grievance files for a period of seven years.

Complaints of Title II violations may also be filed with the DOJ within 180 days of the date of discrimination. In certain situations, cases may be referred to a mediation program sponsored by the Department of Justice (DOJ). The DOJ may bring a lawsuit where it has investigated a matter and has been unable to resolve violations.

For more information, contact:

U.S. Department of Justice  
Civil Rights Division  
950 Pennsylvania Avenue, N.W.  
Disability Rights Section - NYAV  
Washington, D.C. 20530

[www.ada.gov](http://www.ada.gov)

(800) 514-0301 (voice – toll free)

(800) 514-0383 (TTY)

Title II may also be enforced through private lawsuits in Federal court. It is not necessary to file a complaint with the DOJ or any other Federal agency, or to receive a "right-to-sue" letter, before going to court.



# City of Columbia Heights

PERSON FILING GRIEVANCE

TODAY'S DATE: \_\_\_\_\_

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Primary phone number: \_\_\_\_\_

E-mail address: \_\_\_\_\_

PERSON CLAIMING ACCESSIBILITY ISSUE (IF DIFFERENT FROM ABOVE)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Primary phone number: \_\_\_\_\_

E-mail address: \_\_\_\_\_

DESCRIPTION OF ISSUE (e.g. crosswalk, website, building concerns): \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

DATE(S) OF OCCURRENCE: \_\_\_\_\_

REMEDY SOUGHT: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

HAS SAME COMPLAINT BEEN FILED WITH ANOTHER AGENCY?

Agency or court: \_\_\_\_\_ Date filed: \_\_\_\_\_

Please attach copies of documentation if available.

Claimant Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Primary phone number: \_\_\_\_\_

E-mail address: \_\_\_\_\_

SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_



## **Appendix E – Contact Information**

### **ADA Title II Coordinator –**

#### **Human Resources Director/Assistant to City Manager**

Name: Kelli Bourgeois  
Address: 590 40<sup>th</sup> Avenue NE  
Columbia Heights, MN 55421  
Phone: 763-706-3610  
Fax: 763-706-3601  
E-mail: KBourgeois@ColumbiaHeightsMN.gov

### **Public Right of Ways ADA Implementation Coordinator –**

#### **Assistant City Engineer**

Name: Kathy Young  
Address: 637 38<sup>th</sup> Avenue NE  
Columbia Heights, MN 55421  
Phone: 763-706-3700  
Fax: 763-706-3701  
E-mail: KYoung@ColumbiaHeightsMN.gov

# **Appendix F – City of Columbia Heights ADA Design Standards and Procedures**

## **Design Procedures**

### **Intersection Corners**

Curb ramps or blended transitions will attempt to be constructed or upgraded to achieve compliance within all capital improvement projects. There may be limitations which make it technically infeasible for an intersection corner to achieve full accessibility within the scope of any project. Those limitations will be noted and those intersection corners will remain on the transition plan. As future projects or opportunities arise, those intersection corners shall continue to be incorporated into future work. Regardless on if full compliance can be achieved or not, each intersection corner shall be made as compliant as possible in accordance with the judgment of City of Columbia Heights' staff.

### **Sidewalks / Trails**

Sidewalks and trails will attempt to be constructed or upgraded to achieve compliance within all capital improvement projects. There may be limitations which make it technically infeasible for segments of sidewalks or trails to achieve full accessibility within the scope of any project. Those limitations will be noted and those segments will remain on the transition plan. As future projects or opportunities arise, those segments shall continue to be incorporated into future work. Regardless on if full compliance can be achieved or not, every sidewalk or trail shall be made as compliant as possible in accordance with the judgment of City of Columbia Heights' staff.

### **Traffic Control Signals**

Traffic control signals will attempt to be constructed or upgraded to achieve compliance within all capital improvement projects. There may be limitations which make it technically infeasible for individual traffic control signal locations to achieve full accessibility within the scope of any project. Those limitations will be noted and those locations will remain on the transition plan. As future projects or opportunities arise, those locations shall continue to be incorporated into future work. Regardless on if full compliance can be achieved or not, each traffic signal control location shall be made as compliant as possible in accordance with the judgment of City of Columbia Heights' staff.

### **Bus Stops**

Bus stops will attempt to be constructed or upgraded to achieve compliance within all capital improvement projects when sidewalk is present. There may be limitations which make it technically infeasible for individual bus stop locations to achieve full accessibility within the scope of any project. Those limitations will be noted and those locations will remain on the

transition plan. As future projects or opportunities arise, those locations shall continue to be incorporated into future work. Regardless on if full compliance can be achieved or not, each bus stop location shall be made as compliant as possible in accordance with the judgment of City of Columbia Heights' staff.

### **Other Transit Facilities**

Additional transit facilities are present within the limits of Columbia Heights. Those facilities fall under the jurisdiction of Metro Transit, part of Metropolitan Council. Columbia Heights will work with Metro Transit to ensure that those facilities meet all appropriate accessibility standards.

### **Other policies, practices and programs**

Policies, practices and programs not identified in this document will follow the applicable ADA standards.

### **Design Standards**

The City of Columbia Heights has PROWAG, as adopted by the Minnesota Department of Transportation (MnDOT), as its design standard. A copy of this document is included in the following pages of this appendix.

## Appendix G – Glossary of Terms

**ABA:** See Architectural Barriers Act.

**ADA:** See Americans with Disabilities Act.

**ADA Transition Plan:** Mn/DOT's transportation system plan that identifies accessibility needs, the process to fully integrate accessibility improvements into the Statewide Transportation Improvement Program (STIP), and ensures all transportation facilities, services, programs, and activities are accessible to all individuals.

**ADAAG:** See Americans with Disabilities Act Accessibility Guidelines.

**Accessible:** A facility that provides access to people with disabilities using the design requirements of the ADA.

**Accessible Pedestrian Signal (APS):** A device that communicates information about the WALK phase in audible and vibrotactile formats.

**Alteration:** A change to a facility in the public right-of-way that affects or could affect access, circulation, or use. An alteration must not decrease or have the effect of decreasing the accessibility of a facility or an accessible connection to an adjacent building or site.

**Americans with Disabilities Act (ADA):** The Americans with Disabilities Act; Civil rights legislation passed in 1990 and effective July 1992. The ADA sets design guidelines for accessibility to public facilities, including sidewalks and trails, by individuals with disabilities.

**Americans with Disabilities Act Accessibility Guidelines (ADAAG):** contains scoping and technical requirements for accessibility to buildings and public facilities by individuals with disabilities under the Americans with Disabilities Act (ADA) of 1990.

**APS:** See Accessible Pedestrian Signal.

**Architectural Barriers Act (ABA):** Federal law that requires facilities designed, built, altered or leased with Federal funds to be accessible. The Architectural Barriers Act marks one of the first efforts to ensure access to the built environment.

**Capital Improvement Program (CIP):** The CIP for the Transportation Department includes an annual capital budget and a five-year plan for funding the new construction and reconstruction projects on the county's transportation system.

**Detectable Warning:** A surface feature of truncated domes, built in or applied to the walking surface to indicate an upcoming change from pedestrian to vehicular way.

**DOJ:** See United States Department of Justice

**Federal Highway Administration (FHWA):** A branch of the US Department of Transportation that administers the federal-aid Highway Program, providing financial assistance to states to construct and improve highways, urban and rural roads, and bridges.

**FHWA:** See Federal Highway Administration

**Pedestrian Access Route (PAR):** A continuous and unobstructed walkway within a pedestrian circulation path that provides accessibility.

**Pedestrian Circulation Route (PCR):** A prepared exterior or interior way of passage provided for pedestrian travel.

**PROWAG:** An acronym for the *Guidelines for Accessible Public Rights-of-Way* issued in 2005 by the U. S. Access Board. This guidance addresses roadway design practices, slope, and terrain related to pedestrian access to walkways and streets, including crosswalks, curb ramps, street furnishings, pedestrian signals, parking, and other components of public rights-of-way.

**Right of Way:** A general term denoting land, property, or interest therein, usually in a strip, acquired for the network of streets, sidewalks, and trails creating public pedestrian access within a public entity's jurisdictional limits.

**Section 504:** The section of the Rehabilitation Act that prohibits discrimination by any program or activity conducted by the federal government.

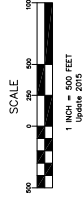
**Uniform Accessibility Standards (UFAS):** Accessibility standards that all federal agencies are required to meet; includes scoping and technical specifications.

**United States Access Board:** An independent federal agency that develops and maintains design criteria for buildings and other improvements, transit vehicles, telecommunications equipment, and electronic and information technology. It also enforces accessibility standards that cover federally funded facilities.

**United States Department of Justice (DOJ):** The United States Department of Justice (often referred to as the Justice Department or DOJ), is the United States federal executive department responsible for the enforcement of the law and administration of justice.

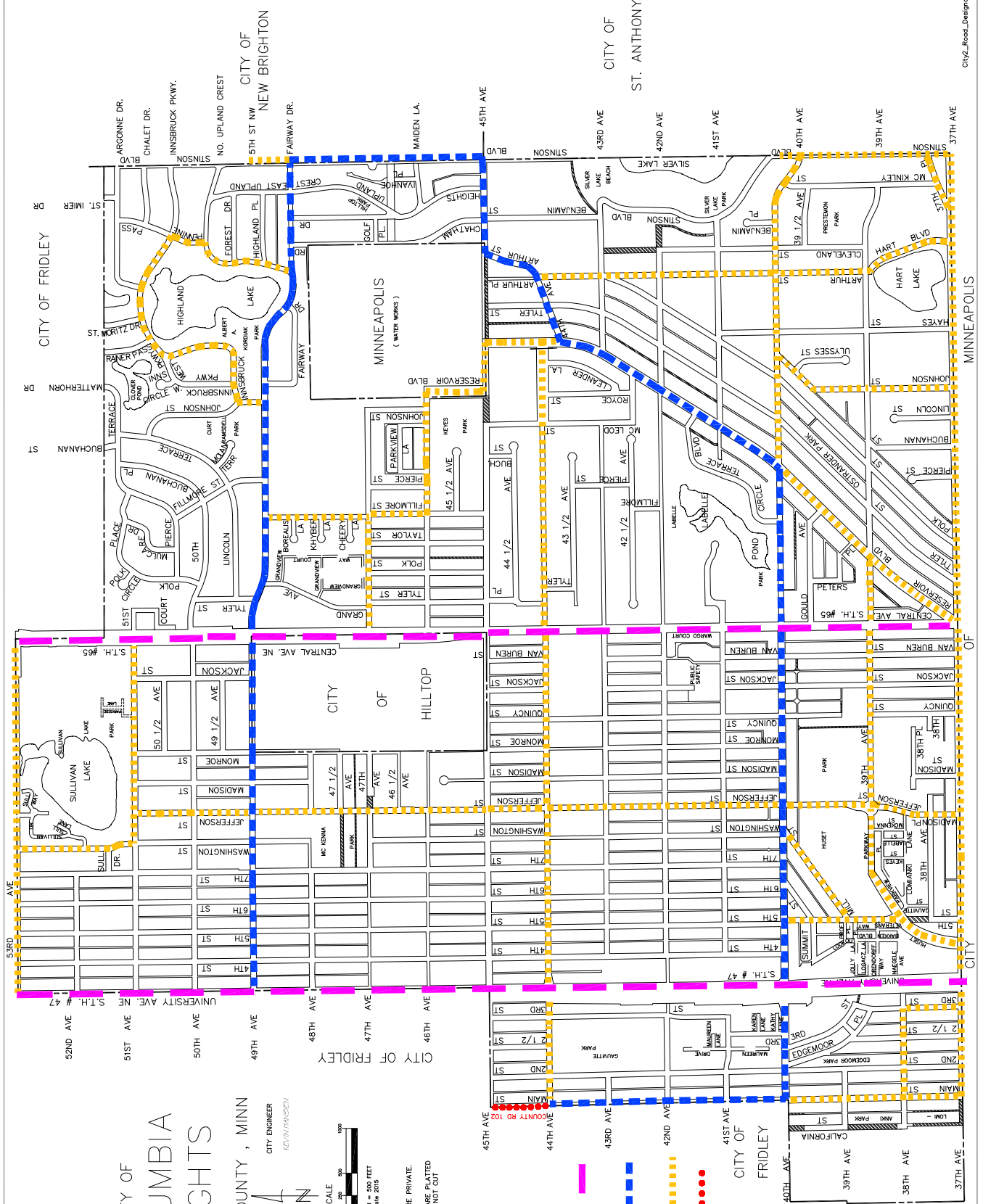
# CITY OF COLUMBIA HEIGHTS

ANOKA COUNTY, MINN  
 CITY ENGINEER  
 WALTER FOSTER  
 COUNTY ENGINEER  
 GUNNARSON



- NOTE:**
- STREETS SHOWN DASHED ARE PRIVATE.
  - STREETS SHOWN HATCHED ARE PLATTED HIGHWAYS WHICH ARE NOT CUT THROUGH.

- STATE TRUNK HWY.
- COUNTY STATE AID
- MUNICIPAL STATE AID
- COUNTY ROAD # 102



# Pedestrian Ramp Survey

Ramp Location	Ramp Compliant to 2017 MnDOT Standards
2nd St-38th Ave NW	Yes
2nd St-38th Ave NE	Yes
2nd St-39th Ave NW	No
2nd St-39th Ave SW, N	No
2nd St-39th Ave SW, E	No
2nd St-39th Ave E	No
2nd St-41st Ave NW	No
2nd St-41st Ave SW	No
2nd St-41st Ave SE	No
2nd St-41st Ave NE	No
2nd St-42nd Ave SW	No
2nd St-42nd Ave SE	No
2 1/2 St-37th Ave NW	No
3728 2 1/2 St	No
3rd St-41st Ave SE	No
3rd St-41st Ave NE	No
3rd St-42nd Ave SW	No
3rd St-42nd Ave SE	No
West Frontage Road-40th Ave W	No
West Frontage Road-40th Ave E	No
Frontage Road-45th Ave W	No
Frontage Road-44th Ave NW	No
Frontage Road-44th Ave SW	No
Frontage Road-44th Ave SE	No
Frontage Road-44th Ave NE	No
Frontage Road-42nd Ave W	No
Frontage Road-42nd Ave E	No
4th St-41st Ave SE	Yes
4th St-41st Ave NE	Yes
4th St-42nd Ave NW, E	Yes
4th St-42nd Ave NW, S	Yes
4th St-42nd Ave SW	Yes
4th St-42nd Ave SE	Yes
4th St-42nd Ave NE	Yes
4th St-43rd Ave SE	No
4th St-43rd Ave NE	No
4th St-44th Ave NW	No
4th St-44th Ave SW	No
4th St-44th Ave SE	No
4th St-44th Ave NE	No
4th St-45th Ave SW	No
4th St-45th Ave SE	No

Ramp Location	Ramp Compliant to 2017 MnDOT Standards
4th St-50th Ave NE	No
4th St-51st Ave NW	No
4th St-51st Ave SE	No
4th St-52nd Ave NW	No
4th St-52nd Ave SW	No
4th St-52nd Ave NE	No
4th St-53rd Ave SW	No
4th St-53rd Ave SE	No
5th St-41st Ave NW	No
5th St-41st Ave SW	No
5th St-41st Ave SE	No
5th St-41st Ave NE	No
5th St-42nd Ave NW	No
5th St-42nd Ave SW	No
5th St-42nd Ave SE, W	No
5th St-42nd Ave SE, N	No
5th St-42nd Ave NE	No
5th St-43rd Ave NW	No
5th St-43rd Ave SW	No
5th St-43rd Ave SE	No
5th St-43rd Ave NE	No
5th St-44th Ave NW	No
5th St-44th Ave SW	No
5th St-44th Ave SE	No
5th St-44th Ave NE	No
5th St-45th Ave NW	No
5th St-45th Ave SW	No
5th St-45th Ave SE	No
5th St-45th Ave NE	No
5th St-46th Ave SW	No
5th St-46th Ave SE	No
5th St-46th Ave NE	No
5th St-47th Ave NW	No
5th St-47th Ave NE	No
5th St-48th Ave NW	No
5th St-48th Ave SW	No
5th St-48th Ave SE	No
5th St-48th Ave NE	No
5th St-50th Ave NW	No
5th St-50th Ave SW	No
5th St-50th Ave SE	No
5th St-50th Ave NE	No

# Pedestrian Ramp Survey

Ramp Location	Ramp Compliant to 2017 MnDOT Standards
5th St-51st Ave NW	No
5th St-51st Ave SW	No
5th St-51st Ave SE	No
5th St-51st Ave NE	No
5th St-52nd Ave SW	No
5th St-52nd Ave SE	No
6th St-41st Ave NW, E	No
6th St-41st Ave NW, S	Yes
6th St-41st Ave SW, N	No
6th St-41st Ave SW, E	No
6th St-41st Ave SE, W	No
6th St-41st Ave SE, N	No
6th St-41st Ave NE, S	No
6th St-41st Ave NE, W	No
6th St-42nd Ave NW, E	No
6th St-42nd Ave NW, S	No
6th St-42nd Ave SW, N	No
6th St-42nd Ave SW, E	No
6th St-42nd Ave SE, W	No
6th St-42nd Ave SE, N	No
6th St-42nd Ave NE, S	No
6th St-42nd Ave NE, W	No
6th St-43rd Ave NW	No
6th St-43rd Ave SW	No
6th St-43rd Ave SE	No
6th St-43rd Ave NE	No
6th St-44th Ave NW	No
6th St-44th Ave SW	No
6th St-44th Ave SE	No
6th St-44th Ave NE	No
6th St-45th Ave NW	No
6th St-45th Ave SW	No
6th St-45th Ave SE	No
6th St-45th Ave NE	No
6th St-46th Ave SW	No
6th St-46th Ave SE	No
6th St-47th Ave NW	No
6th St-47th Ave NE	No
6th St-48th Ave NW	No
6th St-48th Ave SW	No
6th St-48th Ave SE	No
6th St-48th Ave NE	No

Ramp Location	Ramp Compliant to 2017 MnDOT Standards
6th St-50th Ave NW	No
6th St-50th Ave SW	No
6th St-50th Ave SE	No
6th St-50th Ave NE	No
6th St-51st Ave NW	No
6th St-51st Ave SW	No
6th St-51st Ave SE	No
6th St-51st Ave NE	No
6th St-52nd Ave SW	No
6th St-52nd Ave SE	No
7th St-41st Ave NW	No
7th St-41st Ave SW	No
7th St-41st Ave SE	No
7th St-41st Ave NE	No
7th St-42nd Ave NW	No
7th St-42nd Ave SW	No
7th St-42nd Ave SE	No
7th St-42nd Ave NE	No
7th St-43rd Ave SW	No
7th St-43rd Ave SE	No
7th St-44th Ave NW	No
7th St-44th Ave NE	No
7th St-45th Ave SW	No
7th St-45th Ave SE	No
7th St-50th Ave SW	No
7th St-50th Ave SE	No
7th St-51st Ave NW	No
7th St-52nd Ave SW	No
Washington St-41st Ave NW, E	No
Washington St-41st Ave NW, S	No
Washington St-41st Ave SW, N	No
Washington St-41st Ave SW, E	No
Washington St-41st Ave SE, W	No
Washington St-41st Ave SE, N	No
Washington St-41st Ave NE, S	No
Washington St-41st Ave NE, W	No
Washington St-42nd Ave NW	No
Washington St-42nd Ave SW, N	No
Washington St-42nd Ave SW, E	No
Washington St-42nd Ave SE, W	No
Washington St-42nd Ave SE, N	No
Washington St-42nd Ave NE	No



# Pedestrian Ramp Survey

Ramp Location	Ramp Compliant to 2017 MnDOT Standards
Washington St-43rd Ave NW	No
Washington St-43rd Ave SW	No
Washington St-43rd Ave SE	No
Washington St-43rd Ave NE	No
Washington St-44th Ave SW	No
Washington St-44th Ave SE	No
Washington St-44th Ave NE	No
Washington St-45th Ave SE	No
Washington St-48th Ave E	No
Washington St-50th Ave SW	No
Washington St-50th Ave SE	No
Jefferson St-41st Ave NW	Yes
Jefferson St-41st Ave SW	Yes
Jefferson St-41st Ave SE	Yes
Jefferson St-41st Ave NE	Yes
Jefferson St-42nd Ave NW	Yes
Jefferson St-42nd Ave SW	Yes
Jefferson St-42nd Ave SE	Yes
Jefferson St-42nd Ave NE	Yes
Jefferson St-43rd Ave NW	Yes
Jefferson St-43rd Ave SW	Yes
Jefferson St-43rd Ave SE	Yes
Jefferson St-43rd Ave NE	Yes
Jefferson St-44th Ave NW	Yes
Jefferson St-44th Ave SW	Yes
Jefferson St-44th Ave SE	Yes
Jefferson St-44th Ave NE	No
Jefferson St-45th Ave SW	No
Jefferson St-45th Ave SE	No
Jefferson Divide N Bound	No
Jefferson Divide S Bound	No
Jefferson St-48th Ave W	No
Madison St-41st Ave NW, E	No
Madison St-41st Ave NW, S	No
Madison St-41st Ave SW, N	No
Madison St-41st Ave SW, E	No
Madison St-41st Ave SE, W	No
Madison St-41st Ave SE, N	No
Madison St-41st Ave NE, S	No
Madison St-41st Ave NE, W	No
Madison St-42nd Ave NW	No
Madison St-42nd Ave SW, N	No

Ramp Location	Ramp Compliant to 2017 MnDOT Standards
Madison St-42nd Ave SW, E	No
Madison St-42nd Ave SE, W	No
Madison St-42nd Ave SE, N	No
Madison St-42nd Ave NE	No
Madison St-43rd Ave NW	No
Madison St-43rd Ave SW	No
Madison St-43rd Ave SE	No
Madison St-44th Ave NW	No
Madison St-44th Ave SW	No
Madison St-44th Ave NE	No
Madison St-45th Ave SW	No
Madison St-45th Ave SE	No
Monroe St-41st Ave NW, E	No
Monroe St-41st Ave NW, S	No
Monroe St-41st Ave SW, N	No
Monroe St-41st Ave SW, E	No
Monroe St-41st Ave SE, W	No
Monroe St-41st Ave SE, N	No
Monroe St-41st Ave NE, S	No
Monroe St-41st Ave NE, W	No
Monroe St-42nd Ave NW	No
Monroe St-42nd Ave SW, N	No
Monroe St-42nd Ave SW, E	No
Monroe St-42nd Ave SE, W	No
Monroe St-42nd Ave SE, N	No
Monroe St-42nd Ave NE	No
Monroe St-43rd Ave SW	No
Monroe St-43rd Ave SE	No
Quincy St-37th Ave NW	No
Quincy St-37th Ave NE	No
Quincy St-38th Ave NW	No
Quincy St-38th Ave SW	No
Quincy St-39th Ave SW	Yes
Quincy St-39th Ave SE	Yes
Quincy St-41st Ave NW, E	No
Quincy St-41st Ave NW, S	No
Quincy St-41st Ave SW, N	No
Quincy St-41st Ave SW, E	No
Quincy St-41st Ave SE	No
Quincy St-41st Ave NE	No
Quincy St-42nd Ave NW	No
Quincy St-42nd Ave SW	No

# Pedestrian Ramp Survey

Ramp Location	Ramp Compliant to 2017 MnDOT Standards
Quincy St-42nd Ave SE	No
Quincy St-42nd Ave NE	No
Quincy St-43rd Ave SW	No
Quincy St-43rd Ave SE	No
Quincy St-43rd Ave NE	No
Jackson St-37th Ave NW, E	No
Jackson St-37th Ave NW, S	No
Jackson St-37th Ave NE, S	No
Jackson St-37th Ave NE, W	No
Jackson St-39th Ave NW	Yes
Jackson St-39th Ave SW	Yes
Jackson St-39th Ave SE	Yes
Jackson St-39th Ave NE	Yes
Jackson St-41st Ave SW	No
Jackson St-41st Ave SE	No
Jackson St-42nd Ave NW	No
Jackson St-42nd Ave SW	No
Jackson St-42nd Ave SE	No
Jackson St-42nd Ave NE	No
4300 Jackson St	No
Jackson St-43rd Ave SW	No
Jackson St-43rd Ave SE	No
Van Buren St-37th Ave NW, E	No
Van Buren St-37th Ave NW, S	No
Van Buren St-37th Ave NE	No
Van Buren St-39th Ave NW	Yes
Van Buren St-39th Ave SW	Yes
Van Buren St-39th Ave SE	Yes
Van Buren St-39th Ave NE	Yes
Van Buren St-41st Ave SW, N	No
Van Buren St-41st Ave SW, E	No
Van Buren St-41st Ave SE, W	No
Van Buren St-41st Ave SE, N	No
Van Buren St-42nd Ave NW	No
Van Buren St-42nd Ave SW	No
Van Buren St-42nd Ave SE	No
Van Buren St-42nd Ave NE	No
Van Buren St-43rd Ave NW	No
Van Buren St-43rd Ave SW	No
Van Buren St-43rd Ave SE	No
Reservoir Blvd-39th Ave NW	Yes
Reservoir Blvd-39th Ave SW	Yes

Ramp Location	Ramp Compliant to 2017 MnDOT Standards
Reservoir Blvd-39th Ave SE	No
Reservoir Blvd-39th Ave NE	No
Reservoir Blvd-Peters PI N	No
Reservoir Blvd-Peters PI W	No
Reservoir Blvd-Gould Ave N	No
Reservoir Blvd-Gould Ave W	No
Reservoir Blvd-44th Ave NW	Yes
Peters PI-Gould Ave SW	No
Peters PI-Gould Ave SE	No
Tyler St-37th Ave NW	No
Tyler St-37th Ave NE	No
Tyler St-39th Ave NW	No
Tyler St-39th Ave SW	No
Tyler St-39th Ave SE	No
Tyler St-39th Ave NE	No
Tyler St-40th Ave NW	No
Tyler St-40th Ave SW	No
Tyler St-40th Ave SE	No
Tyler St-40th Ave NE	No
Tyler St-41st Ave NW	Yes
Tyler St-41st Ave SE	Yes
Tyler St-41st Ave NE	Yes
Polk St-37th Ave NW	No
Polk St-37th Ave NE	No
Polk St-39th Ave SW	No
Polk St-39th Ave SE	No
Polk St-40th Ave NW	No
Polk St-40th Ave SW	No
Polk St-40th Ave NE	No
Polk St-41st Ave NW	Yes
Polk St-41st Ave SW	Yes
Polk St-41st Ave NE	Yes
Hayes St-40th Ave NW	No
Hayes St-40th Ave NE	No
Hayes St-41st Ave SE	Yes
Arthur St-41st Ave NW	Yes
Arthur St-41st Ave NE	Yes
Cleveland St-41st Ave NW	Yes
Cleveland St-41st Ave NE	Yes
Stinson Blvd-41st Ave NW	Yes
Stinson Blvd-39th Ave NW, E	Yes
Stinson Blvd-39th Ave NW, S	Yes

# Pedestrian Ramp Survey

Ramp Location	Ramp Compliant to 2017 MnDOT Standards
Stinson Blvd-39th Ave SW	Yes
Stinson Blvd-37th Ave NW	No
Hart Blvd-37th Ave NE, S	No
Hart Blvd-37th Ave NE, W	No
Cleveland St-39 1/2 Ave SE	No
Fillmore St-Cheery Ln NW	No
Fillmore St-Cheery Ln SW	No
Fillmore St-Khyber Ln NW	No
Fillmore St-Khyber Ln SW	No
Fillmore St-Borealis Ln NW	No
Fillmore St-Borealis Ln SW	No
Fillmore St-47th Ave NW	No
Tyler St-47th Ave SW	No
47th Ave-Grand Ave NW	No
47th Ave-Grand Ave NE	No
Tyler PI-43 1/2 Ave NW	No
Tyler PI-44th Ave NW	No
Tyler PI-44th Ave SW	No
McLeod St-44th Ave NW, E	Yes
McLeod St-44th Ave NW, S	Yes
McLeod St-44th Ave NE	Yes
Labelle 42nd	No
Labelle 41st CDS W	No
Labelle 41st CDS E	No
Labelle 40th Ave	No
Sullivan Washington	No
Sullivan 51st	No
Sullivan 53rd	No
Summit St-Lookout PI SE	No
3907 Lookout PI	No
Lookout PI-Proft PI SW	No
Lookout PI-Proft PI SE	No
Lookout PI-Lookout PI NW	No
Lookout PI-Lookout PI SW	No
Lookout PI-Lookout PI SE	No
Lookout PI-Lookout PI NE	No
Lookout PI-Veterans Way SW	No
Lookout PI-Veterans Way SE	No
5th St-Summit St NW	No
5th St-Summit St SW	No
5th St-Proft PI NW	No
5th St-Proft PI SW	No

Ramp Location	Ramp Compliant to 2017 MnDOT Standards
5th St-Mill St SE	No
5th St-Mill St NE	No
5th St-Lookout PI NW	No
5th St-Lookout PI SW	No
5th St-Orendorf Way NW	No
5th St-Orendorf Way SW	No
Huset Pkwy-5th St NW, E	No
Huset Pkwy-5th St NW, S	No
Huset Pkwy-5th St SW, N	No
Huset Pkwy-5th St SW, E	No
Huset Pkwy-5th St SE	No
Huset Pkwy-5th St NE	No
Huset Pkwy-McKenna St SW	No
Huset Pkwy-McKenna St SE	No
Roundabout W, N	No
Roundabout W, S	No
Roundabout S, W	No
Roundabout S, E	No
Roundabout E, S	No
Roundabout E, N	No
Roundabout N, E	No
Roundabout N, W	No
Jefferson St-Lomianki Ln NW	No
Jefferson St- Lomianki Ln SW	No
Madison PI-38th Ave NW	No
Madison PI-38th Ave SW	No
Madison PI-37th Ave NW	No
Huset Pkwy-37th Ave NW	No
Huset Pkwy-37th Ave NE	No
Huset Pkwy N	No
Huset Pkwy S	No
Police-41st Ave NE	No
53rd Ave, Medtronic Entrance	No

## Bus Stop Survey

Route	Intersection	Corner	Sidewalk	Corner	Sidewalk	Shelter	PAR Compliant*
37 <sup>th</sup> Avenue	2 ½ Street	NE	No			Yes	
	Hayes Street	NE	No				
	Hart Boulevard	NE	Yes				No
	37 <sup>th</sup> Place	NE	No				
University Service Dr	44 <sup>th</sup> Avenue	NW	Yes				No
	45 <sup>th</sup> Avenue			SE	No		
	46 <sup>th</sup> Avenue			SE	No		
	47 <sup>th</sup> Avenue			SE	No		
	48 <sup>th</sup> Avenue			SE	No		
	49 <sup>th</sup> Avenue			SE	No		
	50 <sup>th</sup> Avenue			SE	No		
	51 <sup>st</sup> Avenue			SE	No		
	53 <sup>rd</sup> Avenue			SE	No		
44 <sup>th</sup> Avenue	University Serv Dr	NE	No				
	5 <sup>th</sup> Street	NE	No	SW	No		
	7 <sup>th</sup> Street	NE	No				
	Jefferson Street	NE	No	SW	No		
	Monroe Street	NE	No	SW	No		
	Jackson Street	NE	No	S	No		
	West of Central	NW	No	S	Yes		No
53 <sup>rd</sup> Avenue	East of University			S	No		
	5 <sup>th</sup> Street			SW	No		
	7 <sup>th</sup> Street			SW	No		
	Sullivan Drive			SW	No		
	Monroe			S	No		
	At Medtronic			S	No		
40 <sup>th</sup> Avenue	Tyler Street			SW	No		
	Polk Street			SW	No		
	Hayes Street			SW	No		
	Arthur Street	NE	No	SW	No		
	Benjamin Street	NE	No	S	No		
	Stinson Blvd			SW	No		
Arthur Street	40 <sup>th</sup> Avenue	NW	No				
	41 <sup>st</sup> Avenue	NW	No	SE	No		
	42 <sup>nd</sup> Avenue	NW	No	SE	No		
37 <sup>th</sup> Place	37 <sup>th</sup> Avenue	NW	No				
	McKinley Street	NE	No	S	No		
	Stinson Boulevard			SW	No		
Stinson Boulevard	37 <sup>th</sup> Place	NW	Yes				Yes
	39 <sup>th</sup> Avenue			SW	Yes	Yes	Yes
	S of 40 <sup>th</sup> Avenue	W	Yes				Yes

\* Does not consider Bus Shelter